

## Mobility Fund

### Background:

Created in 2010 by Sec. 28.7 of S.L. 2010-31 (the 2010 budget), the original Mobility Fund legislation designated Phase II of the Yadkin River Bridge project as the first Mobility Fund project. Future projects were to be selected through a prioritization process that required DOT give “preferential consideration” to intermodal projects. This legislation also required that DOT develop the Mobility Fund ranking formula in consultation with numerous stakeholders.

Based on the 2010 law, DOT developed a formula and presented its findings to the 2011 General Assembly, which rejected the formula. DOT did not implement the original formula. Sec. 28.33(b) of S.L. 2011-145 (the 2011 budget) required DOT to restructure the formula by removing the intermodal preferential consideration. The 2011 budget also eliminated the stakeholder requirement and placed future Mobility Fund monies in a reserve account until a new formula was developed and approved by the DOT. The legislature’s intent was to create a new formula based on travel time savings.

The 2012 Budget Committee Report returned all future funding to the Mobility Fund plus \$30.5 million in nonrecurring unneeded Turnpike project gap funds.

### Project Selection:

DOT received 95 eligible project submissions to receive Mobility Fund monies based on the following criteria:

- Projects must be on Statewide or Regional Tier facilities (“Tier” designation is defined by the Department). Light rail, bus rapid transit, and commuter rail are all eligible for Mobility Funds.
- Projects must be ready to have funds obligated for construction within 5 years.
- Projects must be consistent with MPO/RPO transportation planning efforts; Projects must be included in an adopted transportation plan; and must be found to be consistent with local land-use plans where available.
- Projects must be in a conforming transportation plan in non-attainment or maintenance areas.
- Only project capital costs (right-of-way and construction) will be eligible for the Mobility Fund, not maintenance, operation, or planning costs.
- No minimum project capital cost will be established as a threshold for funding.

### Formula:

The new formula (in place for the attached scoring) is:

**80% Mobility Benefit-Cost** – measured by the estimated travel time savings the project will provide divided by the cost to the Mobility Fund.

**20% Multimodal / Intermodal** – measured by whether the project provides an improvement to more than one mode of transportation and thereby improve the overall efficiency of the transportation system.

The original formula, which was developed and publicly released, was never used. The original formula gave multimodal and intermodal characteristics 40% of the points.

Funding:

FY11: \$39m

FY12: \$31m

FY13: \$45m + \$30.5m = \$75.5m

FY14+: \$58m recurring

The Yadkin River Bridge (YRB) Phase II is being completed with the full FY11 and FY12 allocations. About \$5 million of the FY13 will be used to finish YRB and the remaining balance will be spent on project submissions.

FY 2013 Project:

The first formula-based Mobility Fund project is the Durham County I-40 Bus on Shoulder System (BOSS), which enables public buses to use the highway shoulder during heavy congestion on Westbound I-40 between NC 147 to US 15-501 and Eastbound I-40 between US 15-501 to Page Road. \$200,000 was awarded to upgrade highway shoulders and add signs. Project is complete. No other Mobility Fund projects are expected to begin construction in FY 2013.

Major projects funded with FY 2013 and FY 2014 allocations are expected to begin construction in FY 2014. These include:

- HOT lanes on I-77 in Mecklenburg and Iredell Counties  
Total Mobility Fund Cost: \$27.6 million
- Begin construction on new I-295 Fayetteville Outer Loop section, from SR 1400 (Cliffdale Rd) to east of SR 1415 (Clearwater Rd)  
Total Mobility Fund Cost: \$54.6 million
- US 74 (Independence Blvd) from NC 27 (Albemarle Road) to Idlewild Road upgraded to an expressway in Mecklenburg County  
Total Mobility Fund Cost: \$42 million

DOT accepts new applications and reprioritizes projects every two years.

Website:

DOT maintains a Mobility Fund website at: <http://www.ncdot.gov/about/finance/mobilityfund/>